National Transportation Safety Board
PRELIMINARY REPORT
AVIATION

NTSB ID: ANC10FA100 Most Critical Injury:

Occurrence Date: 08/21/2010 Investigated By: NTSB

Location/Time

 Nearest City/Place
 State
 Zip Code
 Local Time
 Time Zone

 Katmai National Park
 AK
 99549
 1412
 ADT

Occurrence Type: Accident

Aircraft Information

Registration Number Aircraft Manufacturer Model/Series Number

N9313Z DEHAVILLAND DHC-2

Type of Aircraft: Airplane

Amateur Built Aircraft? No

Injury Summary:

Fatal

Serious

Minor

None

Revenue Sightseeing Flight: No Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On August 21, 2010, about 1412 Alaska daylight time, a dehavilland DHC-2 airplane, N9313Z, sustained substantial damage when it impacted the waters of Kamishak Bay near the Katmai National Park, Alaska. The airplane was registered to and operated by Branch River Air Service, Anchorage, Alaska, under the provisions of Title 14 Code of Federal Regulations (CFR) Part 135 as on-demand air taxi flight. No Federal Aviation Administration (FAA) flight plan was filed for the flight. Instrument and visual meteorological conditions prevailed throughout the general area between the point of departure and intended destination. The major components of the airplane, the commercial pilot, and the three passengers are still missing. The flight originated from the Swikshak River Lagoon, Katmai National Park, Alaska, about 1352. The intended destination was King Salmon, Alaska, with an intermediate stop at Lake Brooks, Katmai National Park.

According to the National Park Service (NPS), the flight departed the Swikshak River Lagoon, and was last seen by another company pilot about 4 miles north of the Hallo Bay Camp. The NPS reported that the purpose of the flight was to transport three NPS employees from the Swikshak River Lagoon area to their assigned post at Lake Brooks. When the flight did not arrive at the Lake Brooks or King Salmon, the flight was reported overdue by company personnel to the FAA. An Alert Notice (ALNOT) was issued by the FAA on August 21, 2010, at 1750. Weather in the area around the time of departure was reported to have low cloud ceilings and restricted visibility. The United States Air Force Rescue Coordination Center (RCC), United States Coast Guard, and NPS initiated search and rescue operations on August 22.

Search and rescue operations were conducted from August 22, 2010 to September 5, 2010. The NPS reported that over 60,100 air miles were flown by various rotor and fixed wing aircraft with no success. The ALNOT issued by the FAA was canceled on September 13, 2010.

The 1952 model year dehavilland DHC-2 (Beaver) airplane was equipped with basic visual flight rules (VFR) instruments and a 121 megahertz Emergency Locator Transmitter (ELT). The pilot reportedly possessed a SPOT Personal Locator Beacon (PLB). No signals from the ELT or SPOT PLB have been received. The NPS and Branch River Air Service personnel reported that the airplane was not equipped with an AFF (automated flight following) GPS tracking unit or satellite phone.

On September 27, 2010, debris from the airplane was located about 28 miles northeast of the flights departure point by an airplane flying through area. On September 28, 2010, the pilot of a helicopter transitioning the area landed in the vicinity of the debris and verified it was that of N9313Z.

Examination of the debris area by the NTSB investigator-in-charge revealed that the debris was along the rocky beach within the high tide area on the northeastern edge of the Katmai National Park, about 2.5 statute miles southwest of Shaw Island. The debris consisted of severely fragmented aft fuselage and empennage structure. The forward portion of the fuselage and cabin

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Narrative ((Continu	ed)
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area,	er	ngir	ne,	wing	gs,	and	floats	were	not	located.
Undate	Ρ	on	VOV	7 3	2.0	10	4:33PM			

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ÁVIATION

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PRELIMINARY REPORT AVIATION		Occurrence Date: 08/21/2010										
		Occurrence Type: Accident										
Other A	ircraft Involved							•				
Registration Number Aircraft Manufacturer							Model/Series Number					
Accider	nt Information							'				
Aircraft [Damage: Substantial			Accid	lent C	Occurred Durin	ng:					
				·								
Crew	N	ame				Certificate No.				Injury		
Pilot	On File				Or	n File						
2												
3												
4												
5												
6												
Operat	or Information										'	
Name Operator Designator Code Doing Business As Branch River Air Service												
Street Address City 4540 EDINBURGH DR ANG						CHORAGE State Zip Code AK 99515						Э
-Type of	-Type of Certificate(s) Held:											
Air Carr	er Operating Certificate(s): On-demand Air	Taxi									
Operating Certificate: Operator Certificate:												
Regulation	on Flight Conducted Und	ler: Part 135: Air T	axi & Com	muter								
Type of F	light Operations Conduc	ted: Non-scheduled	d; Domesti	c; Passe	nger	Only						
Flight F	Plan/Itinerary											
Type of	Flight Plan Filed: None								_			
Last Departure Point						State Airport Identifier						
Same as Accident/Incident Location												
Destination						State	Airport	rt Identifier				
King Salmon						AK						
Weathe	er Information											
Investigator's Source: Unknown						acility ID: PAKN Observation Time (Local): 1354						
Sky/Lowest Cloud Condition: Few						600 Ft. A	AGL					
Lowest Ceiling: Broken 2400 Ft. AGL					V	isibility:	8	SM	Altin	neter:	29.71	"Hg
	PRELIMINARY INFORMATION - SUBJECT TO CHANGE											

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2 2 2 2 2	-3-		0000		ate: 00/21/2010			
AVIATIO	N		Occu	irrence Ty	ype: Accident			
Weather Information	(C	Continued from page 2)						
Temperature: 11 °	°C D	Dew Point: 1	1°C	Wind D	irection: 90			
Wind Speed: 5	Kts.	Gusts: K	its.	Weather Conditions at Accident Site: Visual Conditions				
Administration Data								
Notification From						Date		
FAA Operations Center								
FAA District Office/Coordinator					Investigator-In-Charge (IIC)			
					Joshua Cawthra			